

ATTACHMENT C: Regional Transit Expansion Policy - Funding Strategy

(Project Cost/Funding in Millions)			Committed Funding					Regional Discretionary Funding (see attached definitions)						Shortfall	Blueprint Funds		Issues/Notes
Project	Sponsor	Project Cost (2001 \$)	TCRP	Sales Tax	Resolution 1876	RTIP/STP/ CMAQ	Other	Section 5309 New Starts	RM-1 Rail	ITIP	Section 5309 Bus	AB 1171	CARB/ AB 434		Prop. 42 (ACA 4) RTIP	Sales Tax	
BART to Warm Springs	BART	634	111	193	205	25	12		8	80				-			Note 1
BART: Warm Springs to San Jose	VTA	3,710	614	2,262				834						-			Note 2
MUNI Third Street Light Rail Transit Project Phase 2 - New Central Subway	SFCTA/Muni	647	140			75		432						-			
BART/Oakland Airport Connector	BART	232		75		44	37		31	45				-			Note 3
Caltrain Downtown Extension/Rebuilt Transbay Terminal	SFCTA	1,885		27		23	1,573		53	59		150		-			Note 4
Caltrain Rapid Rail/Electrification	JPB	602		345		47	95			65			50	-			Note 5
Caltrain Express: phase 1	JPB	127	127											-			
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	518		518										-			Note 6
Capitol Corridor Phase 1 Expansion	CCJPA	129	10			3	18			98				-			Note 7
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	151		23		17					111			-			
Regional Express Bus Phase 1	MTC	40	40											-			
Dumbarton Rail	JPB	129		117						12				-		√	
BART/East Contra Costa Rail Extension	CCTA/BART	345		59		20			52			115		99	√	√	Note 8
BART/Tri-Valley Rail Extension	ACCMA/BART	345		10		16	47		32			95		145	√		Note 9
Altamont Commuter Express (ACE): service expansion	ACE	121		32						15				74	√		ITIP element of Prop. 42
Caltrain Express: Phase 2	JPB	330		140										190	√	√	
Capitol Corridor: Phase 2 enhancements	CCJPA	284	18			18				99				149	√	√	see Note 7; ITIP element of Prop. 42
Sonoma-Marin Rail	SMART	200	37				28							135	√	√	Note 10
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	AC Transit	90									27			63	√		
TOTAL		\$ 10,519	\$ 1,097	\$ 3,801	\$ 205	\$ 288	\$ 1,810	\$ 1,266	\$ 176	\$ 473	\$ 138	\$ 360	\$ 50	855			

General Notes

For all projects, see Terms and Conditions listed in Attachment D.

1: 'Other' funding includes \$12 million in BART funds. Resolution 1876 includes \$60 M in RM-1 payback and \$145M in San Mateo buy-in.

2: Assumes swap of \$111 million in TCRP funds from BART to San Jose to the Warm Springs project.

Sales tax includes adjustment to 2001 dollars, \$50 million from Measure B commuter rail, and \$118 million in Measure A contingency. Budget assumes \$35 million in TCRP and \$12 million in RABA funds washed to the county for off budget right of way costs.

3: 'Other' funding includes \$25M in Port of Oakland and \$12M in City of Oakland funds.

4: 'Other' refers to \$1.2 billion land sales and tax increment financing equivalent to provisions of AB 1419 (split \$1,036 million for the TBT and \$164 million for the Downtown Extension project), \$311 million in net operating revenues from the TBT, and \$62 million in BATA bridge toll subsidy.

Sales tax is San Mateo Measure B. STP/CMAQ/RTIP funding is San Francisco share.

5: 'Other' refers to \$20 million in salvage value from sale of diesel engines and \$75 million in Section 5309 funds for the replacement of 30 existing diesel trains with electric train units.

Sales tax is \$108 million in San Mateo Measure B and \$237 in Santa Clara Measure A. \$47 million in STP/CMAQ/RTIP funding is San Francisco's share. Final sales tax and STP/CMAQ/RTIP funding will be as provided by the Joint Powers Agreement as it currently exists or as it may be amended.

6: Measure A sales tax adjusted to 2001 dollars.

7: Capitol Corridor service expansion will result in 16 daily round trips between Oakland and Sacramento/San Jose (inlcudes Alviso second track). Intercity Rail ITIP funds are assumed for Phase 1 track improvements and additional service enhancements in Phase 2.

8: The total cost includes funding for a right-of way element of this project with a cost of \$95 million -comprised of \$33 million in sales tax, \$20 million in STP/CMAQ/RTIP, and \$42 million in RM-1 Rail.

9: The total cost includes funding for a right-of way element of this project with a cost of \$80 million - comprised of \$10 million in sales tax, \$16 million in STP/CMAQ/RTIP, \$47 million in Livermore Impact Fees, and \$7 million in RM-1 Rail.

10: 'Other' funds include \$28M in Proposition 116 funding.